

MONTANA AERONAUTICS COMMISSION



Volume 18 No. 11

November, 1967

R. HOWE APPOINTED TO COMMISSION

TED COGSWELL ELECTED VICE CHAIRMAN

Mr. Robert H. Howe of Northwest Airlines, Inc., Billings Station, was appointed as representative of the Air Carriers by Governor Tim Babcock to the Aeronautics Commission in October, 1967.



New Commissioner, Robert H. Howe

Mr. Howe was appointed to complete the unexpired term of Mr. Peter Black who recently resigned his position with Frontier Airlines to go into private business. The term will expire June 23, 1969.

Mr. Howe, a Montana native, was

born and attended schools in Butte and continued through the Montana State School of Mines.

He has been in the employ of Northwest Airlines for over 25 years. He has spent 15 years in management as station manager at Wenatchee, Washington; Bozeman, Montana; Pittsburgh, Pa.; and the past 10 years at Billings.

Commissioner Howe holds a FCC Radio-Telephone License (1st Class) and a Radio-Telegraph License (2nd Class).

Extremely interested in civic affairs, Mr. Howe is presently President of the Billings Traffic Club; Committee Chairman for the local Rotary Club and Council President of the Yellowstone Valley Council of Boy Scouts of America. Bob and Josephine Howe reside at 1814 Belvedere Drive in Billings. Their daughter Linda Rae is with the American Red Cross in Denver, Colorado and son James is a senior at Stanford University, Palo Alto, California.

NEW VICE-PRESIDENT

Mr. E. B. "Ted" Cogswell was elected to the office of Vice-Chairman left vacant by Mr. Black's resignation. Mr. Cogswell representing the Montana Chamber of Commerce has served on the Commission since 1955 and received his latest reappointment by the Governor in 1965.

FLYING FARMERS AND RANCHERS ELECTED HENRY WOOD, PRESIDENT PAT RIMBY QUEEN

The Montana Flying Farmers and Ranchers Association held a highly successful convention in Glendive on October 6, 7 and 8. The 3-day function included business meetings, breakfast, luncheon and banquet with superior entertainment; election of officers and queen; election of officers and Farmerette of the "Teens"; and an array of royalty and out-of-state guests.

NEW OFFICERS

President—Henry Wood of Gildford; Vice-President — Wayne Krueger of Reedpoint; Sec./Treasurer — Martha Baldwin of Polson (Re-elected); Queen—Mrs. Willy "Pat" Rimby of Lewistown.

DIRECTORS FOR THE COMING YEAR

Arnold Sorenson, Morton Mortenson, Sam Langhus, Leonard Sorenson, Ermal Hansen and Robert Glass.

FLYING FARMER OF THE YEAR

Sam Langhus of Big Timber.

Friday:

Directors Meeting and Get Acquainted Party.

(continued on page 3, col. 1)

**Official Monthly Publication
of the
MONTANA AERONAUTICS
COMMISSION**

**Box 1698
Helena, Montana**

**Tim Babcock, Governor
Charles A. Lynch, Director**

**Jack R. Hughes, Chairman
E. B. (Ted) Cogswell,
Vice Chairman
Clarence R. Anthony, Secretary
Carl (Bill) Bell, Member
Gordon R. Hickman, Member
Walter Hope, Member
Robert H. Howe, Member**



Director's Column



**TO:
All Montana Flight Schools
SUBJECT:
Flight Training**

Gentlemen:

Mr. Jerry W. Toner, Education Supervisor of the Department of Public Instruction has forwarded to the Commission the following flight training regulations which are required by the Veterans Administration in order that a school be approved for Veterans Education and training.

V. A. Regulation (14251):

A course offered by a school will be appropriate for the enrollment of a veteran or eligible person only if it has been in operation for 2 years or more immediately prior to the date of enrollment of such person. A course is considered to have been in operation for 2 years when it has been given continuously for 24 calendar months inclusive of reasonable vacation and holiday periods. Where courses are only offered on an ordinary school-year basis (approximately

9 months) 2 ordinary school years in the 24 calendar months will constitute a 2-year period. Where short courses of less than an ordinary school year are offered on a regular cycle each calendar year, two cycles of such operation will constitute the 2-year period.

FLIGHT TRAINING REQUIREMENTS

Flight training, which does not lead to a standard college degree, will be approved only if the veteran holds a valid private pilot's license, or has satisfactorily completed the number of hours the flight training instruction required for private pilot's license, and meets the medical requirements for a commercial pilot's license.

Any school desiring to enroll veterans or eligible persons in flight training courses must submit a written application to the Superintendent of Public Instruction for approval of such courses. Such application will be accompanied by not less than two copies of the current catalog or bulletin which is certified as true and correct in content and policy by an authorized owner or official of the school and will include the following:

1. Identifying data such as volume number and date of publication;
2. Names of the school and its governing body, officials, and faculty;
3. A calendar of the school showing legal holidays, beginning and ending date of each quarter, term, or semester, and other important dates;
4. School policy and regulations on enrollment with respect to enrollment dates and specific entrance requirements for each course;
5. School policy and regulations relative to leave, absences, class cuts, make-up work, tardiness, and interruptions for unsatisfactory attendance;
6. School policy and regulations relative to standards of progress required of the student.

This policy will define the grading system of the school, the minimum grades considered satisfactory, conditions for interruption for unsatisfactory grades or progress, and the description for the probationary period, if any, allowed by the school, and conditions of re-entrance for those students dismissed for unsatisfactory progress.

A statement will be made regarding progress records kept by the school and furnished the students;

7. School policy and regulations relating to student conduct and conditions for dismissal for unsatisfactory conduct;

8. Detailed schedule of fees, charges for tuition, books, supplies, tools, student activities, laboratory fees, service charges, rentals, deposits, and all other charges;

9. Policy and regulations relative to the refund or the unused portion of tuition, fees, and other charges in the event the student does not enter the course, withdraws, or is discontinued therefrom;

10. A description of the available space, facilities and equipment;

11. A course outline for each course for which approval is requested, showing subject or units in the course, type of work or skill to be learned, and approximate time and clock hours to be spent on each subject or unit, and

12. Policy and regulation relative to granting credit for previous education and training;

13. Certificate of approval of the FAA.

The State approving agency may approve the application of such school when the school and its courses are found upon investigation to have met the following criteria:

1. The criteria specified in VA Regulations listed above;
2. The school requires for its records before enrollment a copy of second-class medical certificate for the veteran issued by a medical examiner approved by the Federal Aviation Administration showing that the veteran meets the medical requirements for a Commercial pilot's license;
3. The course includes necessary ground instruction which is offered by the flight schools;
4. Flight school courses meet the Federal Aviation Administration standards and are approved by the agency.

When the 365-foot Apollo Saturn V space vehicle is readied for the launching of Apollo astronauts to the moon, its 5½ million pounds of fuel pumped aboard will cause it to "settle" and contract ten inches at the launch pad.

Saturday:

Buffet Breakfast following by the general business meeting.

Queen's Luncheon with entertainment by a male singing quartet, "the Yellowstone Four"; and a duo of ladies presented a clever version of "Queen of the Road." The local merchants held a style show which was narrated by Mrs. Glen Peterson.

A tour of area ranches and the valley was conducted in the afternoon.

The banquet was expertly planned and was thoroughly enjoyed by all those attending. Mr. Tom Newcomb of Great Falls did a fine job as Master of Ceremonies and Mr. Curt Peters, Montana-Dakota Utilities Manager of Education from Bismarck, North Dakota held the complete attention of his audience as he gave an excellent main address, "Where are We Going?"



MC Tom Newcomb and featured speaker, Curt Peters.

Entertainment was provided by Korinne Whitney, Miss Eastern Montana, 1968; a Girls Ensemble and a mixed chorus from the Glendive High School.

New officers, visiting royalty of the Flying Farmers and guests were introduced followed by the presentation of the Flying Farmer of the Year award to Mr. Sam Langhus.

The "Teens" new officers were announced as being: President, Delbert Woods; Vice-President, Ellis Mortenson; Sec/Treasurer, Joyce Krueger; Farmerette, Linda Langhus.

President Del then placed the crown on Farmerette, Linda and Vice-President Ellis presented her with a bouquet.

A lovely and impressive ceremony to crown the new Queen completed



New Officers (left to right): Martha Baldwin, Secretary; Henry Wood, President; Queen Pat Rimby, and Vice President Wayne Krueger.



Flying Farmers "array of royalty." Duchess Virginia is shown standing to the left and outgoing Queen Evelyn standing to the right of Queen Pat.

the evening. Montana's former queens and the visiting royalty, headed by the International Duchess, Virginia Wheeler, participated in the coronation.

VISITING ROYALTY

International Duches—Mrs. Murrell "Virginia" Wheeler, Illinois.

Queen Mildred Beamish — Marshall, Sask., Canada.

Queen Sue Nall, Casper, Wyoming.

Queen Mary Bjornson, Champion, Alberta, Canada.

MAC extends congratulations to the new officers and Queen Pat. The out-going officers, Queen Evelyn and all committees deserve a "E" for a very fine convention.



New teen officers (standing left to right): Ellis Mortenson, Vice President; Secretary Joyce Krueger; President Delbert Wood; (seated) Farmerette Linda Langhus.

REHEARING HELD ON PARAGRAPH 9 OF INSURANCE LAW

Mr. Henry Loble, Hearing Officer appointed by the Montana Aeronautics Commission, presided at the Rehearing on Paragraph 9, General Order 9-100 which were held October 25th in the Commission Offices.

The rehearing was granted on the petition of the Montana Aviation Trades Association and Hensley Flying Service of Havre. It was the consensus of the petitioners that paragraph 9 as it stands, may cause an undue increase in the insurance rates of all the Montana commercial operators.

Paragraph 9, General Order 9-100 relating to the Commissions' investigation under Chapter 122 of the Session Laws of the Fortieth Legislative Assembly as to the rules and regulations to be adopted by the Commission to insure adequate protection presently states the following:

"9. The policies, or certificate above referred to shall evidence that the coverage shall apply to any and all commercial flights operated by the insured; irrespective of whether the aircraft involved in the liability insured are specifically described in the policy (unless the policy or policies are written on a single specific aircraft), and shall not be subject to any exclusion by virtue of violations by said commercial air operator of any applicable provisions of the Federal Aviation Act of 1958, as amended, or of any rule, regulation, order or other legally imposed requirement prescribed by the Federal Aviation Agency or Civil Aeronautics Board."

In attendance at the Rehearing were: John F. Lynch, Lynch Flying Service, Inc., Billings; David Stradley, Gallatin Flying Service, Belgrade; Jeff Morrison, Morrison Flying Service, Helena; Walter Hensley, Hensley Flying Service, Havre; Jack R. Hughes, Johnson Flying Service, Missoula; G. C. Waite, Waite & Company Insurance, Bozeman; Joe Flynn, Joe Flynn Agency, Inc., Helena; Jim Pickens, Combs-Pickens, Billings; Betty Herrin, Morrison Flying Service, Helena; Audrey Crawford, Joe Flynn Agency, Inc., Helena; Edgar G. Obie, Obie Flying Service, Chinook and Al C. Newby, Flight Line, Inc., Belgrade; Dave Brannon representing Rocky

Mountain Aviation Agency of Cody, Wyoming and Cliff Cunningham of Billings representing Skyways Air-credit of Ogden, Utah.

Representing the Aeronautics Commission was Mr. Charles A. Lynch, Director; Staff Members: Mrs. Maxine McFarland, Hearing Reporter and Jack Wilson, Safety and Education Officer.

Mr. Loble, Hearing Examiner, after taking all oral testimony and requested exhibits under advisement will make his recommendation to the Commission. The Commission will accept, deny or issue the final decision relative to Paragraph 9.

LETTERS TO THE DIRECTOR

Brookings, Oregon
P. O. Box 446 97415
October 26, 1967

Mr. Charles A. Lynch, Director
Montana Aeronautics Commission
P. O. Box 1618
Helena, Montana

Dear Mr. Lynch:

Congratulations on your election as President of NASAO. I also noticed in the same column that A. B. McMullen was reappointed as Executive VP. Will you be good enough to give me his address. I knew him well when he was with the old CAA some 30 years ago.

I want to commend you on the work of the Montana Aeronautics Commission is doing for the development of Aviation in Montana and elsewhere. It was my privilege about 1928 to 1939 to have assisted in the development of Airports throughout the State of Montana. It is very rewarding to know these same Airports are being used and developed to meet the future requirements of the Air Transportation. I trust the people of the Montana and the Congress of the United States will continue to give you support and the Aviation Industry.

Enjoy receiving and reading Montana and the Sky.

Marshall C. Hoppin
Former Reg. Adm.
Region 8 Alaska

50 ATTEND PILOTS' REFRESHER SEMINAR

Fifty safety-minded pilots attended the Flight Seminar sponsored by the Shelby Hangar of the MPA on October 28 and 29.

The Pilots' Refresher Seminar was held with the cooperation of the Federal Aviation Administration, the United States Weather Bureau—ESSA and the Montana Aeronautics Commission.

Instruction was presented by: **Orin K. Haggblom**, Chief of RAPCON, Great Falls; **Hal Ward**, Quality Control Officer of the U. S. Weather Bureau—ESSA, Great Falls and three FAA Inspectors from GADO No. 9, Helena.

The GADO Inspectors covered the following material: **Lee Mills** — Weights & Balance (Lee also gave the over-all introduction and handled the management of the Seminar). **Bob Taylor** — Maintenance Hints and **Larry Basham** covered aircraft performance, preflight, safety and aircraft operations.

Several movies on safety were shown following the class presentations.

Unfortunately, due to adverse wind conditions it was impossible to complete the airman proficiency flight checks by local flight instructors.

The registration fee for attending the Seminar was only \$2.00 per person. The participants expressed their satisfaction with the Seminar and each was presented with a certificate of completion.

The Montana Aeronautics Commission was represented by Jack Wilson, Safety and Education Officer and Ron Adams, Supervisor of Aviation Education.

STATISTICS

Will your **first** accident be your **last** day alive?

61/37
65/22
78/18
65/18

ACCIDENT
TOTAL FATALITIES

1964 Total	61	37
1965 Total	65	22
1966 Total	78	18
1967 Total To-Date	65	18

REPORT OF COMMUTE AIR HEARING



Group attending Commute Air Hearing.

No protests were received during the hearing of Aerial Surveys, Inc. (doing business as Commute Air), which was held Oct. 18 in the Board Room of the Aeronautics Commission. Participants appeared before Mr. Henry Loble, Hearing Examiner appointed by the Commission, on Commute Air's application for a permanent Certificate of Public Convenience and Necessity in order to operate as a scheduled common air carrier within Montana. Commute Air, the first to apply for the Intra State Air Carrier License under the new Air Carrier Act passed by the last session of the Montana Legislature, will provide service between Spokane and Helena with intermediate stops at Libby, Kalispell, Polson and Missoula.

The Aeronautics Commission was represented by the Director, Mr. Charles A. Lynch. Phyllis Yalovich of Helena was the Court Reporter.

Appearing before Examiner Loble from Commute Air were: Chester Johnson, President and General Manager; Ross Worthington, Council from Spokane and Betty Dennis, Publicity Director.

Chamber of Commerce representatives giving testimony on behalf of Commute Air were: Clark Mason, Kalispell; Howard L. Watson, Spokane, Washington; Robert S. Rock, Missoula; Gerald M. Manion, Kalispell; Edwin Wooster, Columbia Falls; Ed Nurse, Helena; and Lewis A. Vanover, Libby.

Following the submission of all requested exhibits, it will be taken under advisement of the Examiner who will make a recommended opinion and decision to the Commission. The Commission may accept, deny or issue the final order with modifications or exceptions to Examiner Loble's recommendation.

The Hearing of Commute Air may be the first under Montana's new Act, however it is anticipated by the Commission that there will be a noted increase of interest in this field of aviation during the next few years.

FEDERAL AVIATION ADMINISTRATION INTINERARY LISTING



Airport	Nov.	Dec.
Culbertson		6
Glasgow		8
Glendive		30
Great Falls		9 7
Lewistown		20
Miles City		21
Missoula		16 21
Sidney		29

NOTE: Provisions have been made to give private, commercial and flight instructor and instrument written examinations, **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

Great Falls

HARLOWTON FLY-IN AND BREAKFAST

The Harlowton Fly-In on October 8 attracted 26 planes from various Montana communities including Roundup, Billings, Hamilton, Lewistown, Missoula, Helena, Two Dot, White Sulphur Springs, Winifred and Big Timber.

The Fly-In was sponsored by the Harlowton Chamber of Commerce was held in conjunction with the pancake breakfast given by the local Kiwanis Club. The Chamber of Commerce treated the 76 pilots and passengers to breakfast.

All in all—the weather was very favorable — the breakfast delicious and the day a real success.

(NOTE: Thanks to Mr. E. H. Mielke for the report on the Fly-In. We always appreciate Montana aviation news).



CALENDAR

November, Montana — MEN'S AIR GAMES POSTPONED UNTIL SPRING.

November 8 & 9, Hysham — Montana Aeronautics Commission Monthly Meeting.

November 9, Palm Beach, Florida — National Air Taxi Conference and Seminar. This is the first regional meeting of the air taxi industry anywhere in the United States, however, a series of meetings to cover all parts of the country are planned within the next few months.

November 18, Banff, Alberta, Canada — Alberta Aviation Council Annual Convention.

December 5, 6, 7 & 8, Dallas, Texas — National Aviation Trades Association Annual Convention.

December 31, Entry deadline for Aviation Mechanics Safety Awards.

January 21-24, Las Vegas, Nevada — (Stardust Hotel) 20th Annual Meeting and Helicopter Showcase of the Helicopter Association of America. **ADVANCE REGISTRATION RECOMMENDED.** For forms and further information write to: 1968 Annual Meeting & Industry Showcase—Helicopter Association of America, Inc.—P. O. Box 286, Stratford, Conn. 06497.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

Airport Directory — The 1968 Airport Directory will be sent to the printer in a few days, therefore, any suggestions, corrections, or comments are solicited immediately. The revision packets will be mailed free of charge to all pilots registering for 1968.

Big Fork — The General Aviation Utility Airport plan for Big Fork has been temporarily delayed due to property negotiation problems.

Yellowstone — A semi-final inspection of the Yellowstone Airport apron extension project was held on November 3rd. The new apron is 250' x 500' in size and the total cost was \$80,213. The prime contractor on this project was Burggraf Construction Company and Wenzel & Company of Great Falls was the consulting engineer. The State of Montana was the sponsor of the State and Federal project with the State's share being \$37,676. Final project clean-up work will be completed next spring.

Cascade — A meeting was held in Cascade on November 2 for the purpose of explaining the General Aviation Utility Airport Program to the Town Council. This GAU airport would be sponsored by the Town of Cascade under the State's Small Airport Program.

Sidney — The Sidney-Richland Airport Commission has announced that they are now in process of acquiring necessary property for a new runway on the Sidney-Richland Airport. It is hoped that the title can be cleared this winter to allow for construction to get underway early in 1968.

Glendive — The Federal Aviation Administration recently announced that Glendive has received an allocation from the fiscal year 1968 program. The FAA allocation is in the amount of \$245,879 and would be used to match local money in sponsoring a new air carrier airport for that city. The local electors will vote

on a bond issue for matching money early in 1968. The existing airport at Glendive will not accommodate the Convair 580 aircraft now serving eastern Montana.

Laurel — Bids are to be opened in Laurel on November 9 for the construction of a landing strip of 4,000' x 150'. This project also includes land acquisition and miscellaneous work. The total project cost for this stage of the construction is \$33,202. The State of Montana participated in this project with a \$1,000 preliminary engineering grant and a \$19,644 airport improvement loan. Morrison-Maierle, Consulting Engineers of Helena/Billings are handling the design of the project. This is a local/State/Federal aid project.

Libby — The new airport at Libby is completely designed and the plans and specifications have been approved by the FAA. Bids for the project will be open as soon as Congress allocates the appropriate money for the Corps of Engineers' share as the matching funds for this project. FAA funds have been previously allocated.

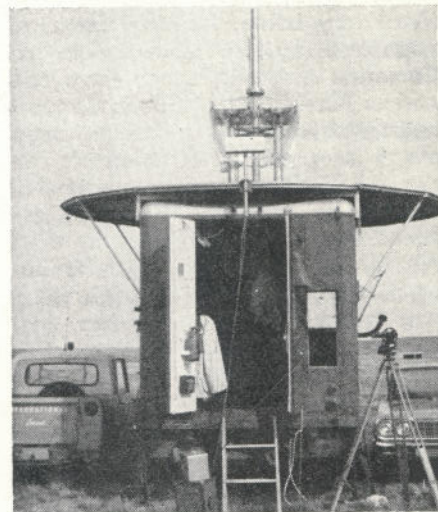
Philipsburg — A General Aviation Utility Airport was planned for Granite County under the State's Small Airport Program. After looking at the scope of the project and the dire need for an airport for that area, it was determined that the scope of the project would be changed and a request for aid was made to the FAA for a local/State/Federal aid project. It is planned that the Philipsburg Airport will be allocated out of the carry-over funds of the FAA's Fiscal Year 1968 Program. This would allow for the advertisement for bids in February and a grant offer being made by the FAA in March. The project is now in the design stage by Stanley Thill, Consulting Engineer from Conrad. The airport project would consist of a paved runway 3,800 feet by 60 feet and a stub taxiway and parking apron. The location for this new airport would be on the Southwest edge of the town of Philipsburg, parallel to Highway 10A.

Hysham — The Hysham General Aviation Utility Airport is in final construction stages and it should be completed and open for traffic by mid-November.

East Glacier — A meeting was held in the Aeronautics Commission of-

fices on October 24 at which time land acquisition plans were discussed for the new airport at East Glacier. In attendance at the meeting were representatives from the Federal Aviation Administration, National Park Service, Bureau of Indian Affairs, and the Aeronautics Commission. The Commission will enter into a cooperative agreement with the National Park Service whereby \$45,000 from the NPS can be transferred to the MAC specifically for land survey, property appraisal, and acquisition for the new airport. The exact category of the new airport is, as of this date, yet undetermined. However, property will be acquired for a trunk category airport.

Havre VOR — The Federal Aviation Administration recently conducted a site test with a portable VOR unit on the Havre City-County Airport. A purchase order has been issued to Wilcox Electronics of Kansas City for the installation of the Havre TVOR. Construction should be completed and the unit fully operational early in 1968.

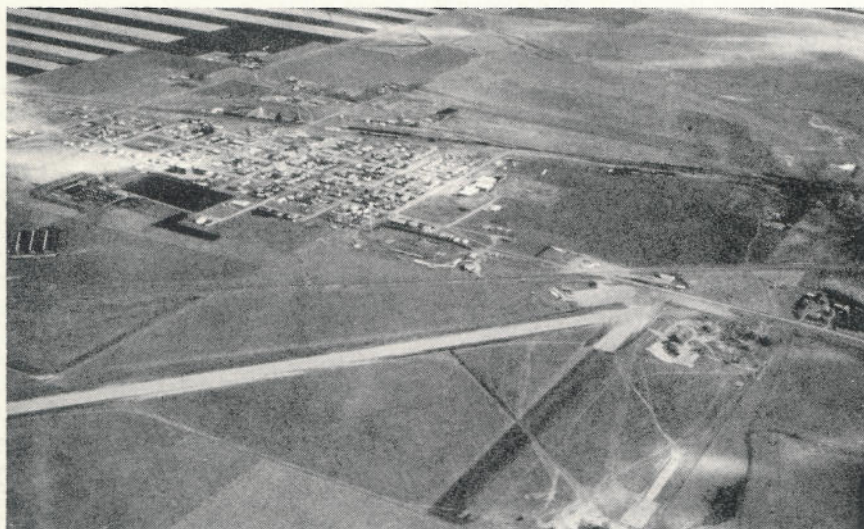


Havre's FAA mobile VOR Test Station.

Hospital Heliports — This past month hospital heliport projects have been completed at the State Prison Farm at Deer Lodge, the State Pulmonary Hospital at Galen, and Kalispell General Hospital. All that remains for the completion of all three hospital heliports is the marking and appropriate signing. The heliport at the Kalispell General Hospital will be lighted and operational day and night. The Deer Lodge and Galen hospital heliports will be daytime only.



New Heliport at Galen State Hospital.



Aerial view looking northwest over Stanford showing new airport adjacent to town.

Stanford — The new paved runway at the Stanford Airport is 3,500 feet in length and 75 feet wide. The airport also has an East/West cross-wind runway, which is 2,200 feet in length. This new airport was built on the same side that served as a landing strip for many years. The Stanford Airport project was sponsored by Judith Basin County through the Aeronautics Commission's Small Airport Program. The contractor on this project, Francis Tindall from Lewistown, who is a pilot, paved the airport for the same price that he bid the original job, which was turf. The contract price was \$37,999. Our hats are off to Francis Tindall who has treated General Aviation so generously with this splendid project.

On another occasion, a single-engine airplane made it possible to complete plumbing facilities at a desert country hospital in one day. Without the airplane, the job would have exhausted five days of overland travel.

MAX CONRAD TO BE GUEST OF MPA '68

At a recent meeting of the Cut Bank MPA Hangar it was announced they had received confirmation that Mr. Max Conrad would be the featured speaker for the annual MPA Convention, 1968.

The appearance of Mr. Conrad, world famed, globe circling and record setting flyer, will certainly "highlight" the Pilot's Association Convention which will be held in Cut Bank the first week-end in May.

The Hangar will provide news of Convention plans as they progress.

Now is the time to mark your calendars—**CUT BANK IN MAY.**

In just one two-hour flight an official of Nairobi was carried over 180 miles of dry riverbed in search of water sources and irrigation opportunities. Ground tracking over the same terrain would have required four weeks.

AMA SUGGESTS FLIGHT-SAFETY IMPROVEMENTS

In a move to improve flying safety, new procedures for certifying pilots' physical fitness were recommended by the American Medical Association's Committee on Aerospace Medicine.

The AMA recommended that a pilot-license applicant:

1. Be required to name all physicians who have examined or treated him, and,
2. Sign a release authorizing these physicians to supply pertinent information from medical records to the Federal Aviation Medical Examiner or other FAA physicians before certification of the pilot license.

These measures "would protect the public safety before an accident attributable to pilot impairment happens," said the statement, which appears in the Journal of the AMA.

Such a change would require no legislation, only a change in FAA regulations.

Physicians face ethical and legal dilemmas under present pilot-examination procedures, the statement pointed out. Despite careful medical screening under the FAA's Medical Examiner system, pilots occasionally slip through without revealing significant impairments for which they are under treatment by another physician.

Some problems may be unknown to the Medical Examiner, but well known to the pilot's personal physician, such as habitual alcoholism, severe emotional or mental states, epilepsy, temporary heart irregularities, or use of tranquilizers, antihistamines, LSD, or narcotics.

The AMA's Committee on Aerospace Medicine and Judicial Council suggested the pilot-licensing procedural changes because they "are preferable to any mandatory legislative approach to the choices the physician must make in these difficult grey areas of ethical conduct."

"No formulas can be comprehensive or absolute. Nothing can be successfully substituted for the careful judgment of the physician in each individual case," the statement said. "But the increasing involvement of the public safety in this area of medicine is . . . a factor which must be considered."

NORWEGIAN TEACHER ATTENDING MONTANA FLIGHT SCHOOL

Jon Arne Svendsen, a 24-year-old elementary school teacher from Hundrop, Gudbrandsdalen, Norway, arrived in Billings on September 11th to attend the Combs-Pickens Aviation School. Jon's arrival was preceded by great amounts of correspondence between Jon and Jim Rothrock (of Combs-Pickens) with a number of governmental agencies and climaxed by the approval of the Norwegian Government. Jon obtained his private pilots license in his own country and will graduate from Combs-Pickens Aviation School with a Commercial license and Instrument and Multi-Engine ratings in approximately 6 months.



Jon Svendsen

Following is a letter from Jon Svendsen giving his reasons for choosing the U. S. and describing his impressions of Montana.

Dear Montanans:

When a 24-year-old Norwegian thinks he better go flying than teaching kids; he ought to go to a Norwegian flying school.

That is what Norwegian instructors told me, but I did not feel too sure about it. Flying has little tradition in Norway. Our ambulance pilots have saved hundred of lives and our Scandinavian Airline System (SAS) is among the world leading airlines. All the same, pilots have been regarded more or less as 'madmen' and general aviation has been a neglected field. But we are coming! During the past few years quite a lot of American Aircraft, Cessnas, Pipers and Beechcrafts have been taken

home. Flying schools for commercial pilots have been established, and right now about two hundred boys are training for their commercial rating.

Until recently the only way to commercial flying was via the Air Force. This changed as our governmental educational fund decided loans could be granted students for commercial and additional ratings. No money will be released, however, until the student has a private ticket. Like me, many enthusiasts log their first thirty hours, which is minimum required for a private rating, with a flying club. With a private license you are entitled to borrow money from the educational fund if they otherwise find you qualify. School reports to prove you are progressing must be submitted, or your loan will be suspended. Anyway, this keeps us going.

Having the chance to get his ratings in Norway, why then does a Norwegian take the trouble to go all the way to Combs-Pickens at Logan Field? Why not? Since the time when the good old Norwegian viking named Leiv Eirikson a thousand years ago visited America, there has been quite a lot of Norwegians coming to this country. Like old Leiv I was looking for something new. I found it here.

To mention a few of those things I recognize to be of great importance to me; An airport and an area where I will learn to handle my airplane in heavy traffic — yet not too heavy to upset training. To be number four to land after a Frontier Convair, a white/red Bonanza and a North West 727 is more than just a thrill; it's an important part of pilot training. I have found a place where I at least have to learn the English language properly; to master this tool is another magic key to flying anywhere in the world. I have come to a country where flying is a part of life. Pilots are important members of society. That you can join them means another force to move you forward and upward.

Yet I have not mentioned the what has impressed me most of all; the PEOPLE I have met here! Their friendly approach to anything made me feel at home instantly. I simply have fallen in love with the "Big Sky Country."

Jon Svendsen

CHOTEAU AIRPORT DEDICATION

Sunday, October 29th, was the official dedication for the new airport improvements at Choteau. Over one hundred people turned out for the dedication and fly-in breakfast, all held on the Choteau Airport and adjacent Country Club. The Ear Mountain Flying Club; the Treasure State Agricultural Association; the Choteau Chamber of Commerce and the Junior Chamber of Commerce sponsored the free breakfast which took place between 10:00 a.m. and 12:30.

The Choteau Airport project consisted of acquiring land and constructing a paved Northeast, Southwest runway, 3,800 feet by 60 feet, along with a paved apron and taxiway and relocation of medium intensity lights. The total project cost was \$84,858. Wenzel & Company from Great Falls was the consulting engineer. The prime contractor was Cave Construction of Great Falls. The Montana Aeronautics Commission loaned \$15,000 to the Teton County Airport Commission to aid in the financing of the local/State/Federal aid project.

Mr. Bill McCauley, Alderman from the City of Choteau, was the Master of Ceremonies for the dedication. The colors were presented by the Choteau Boy Scouts and invocation given by Reverend C. F. Crowe. The welcome address was made by Mr. Bud C. Olson, Chairman of the Teton County Commissioners. Brief remarks were given by James Monger, Assistant Director, Aeronautics Commission; Mr. Russ Josephson, FAA Airport Engineer, Helena and Mr. William Wenzel, Consulting Engineer of Great Falls. The main dedication message was given by former Mayor, Mr. D. T. Fabrick. Mr. Fabrick stated that October 29th marked the end of a project which had taken 25 years to realize. He further stated that the people of Teton County should have recognized October 29th as "Glen Inbody Day," because it was Mr. Inbody who has spearheaded this project through many difficulties and pitfalls. Mr. Inbody, Chairman of the Teton Airport Commission, had encountered obstacles in this project that in most cases would have stopped the average person, however, Mr. Inbody was al-

ways able to come up with a new idea to combat land acquisition problems, finance problems and law suits.

Mr. Fabrick concluded by remarking that he was very pleased with the turnout, especially since the weather was brisk; there were several coinciding aviation events in the state and it was also the opening day of Montana's pheasant hunting season.

DECEMBER 31 DEADLINE FOR ENTRIES MECHANIC SAFETY AWARDS PROGRAM

Aviation mechanics whose innovations have contributed to air safety in 1967 may submit entries through December 31 for the Federal Aviation Administration's fifth annual Aviation Mechanic Safety Awards.

Two winners, one from an air carrier and the other from general aviation, will be selected for national awards. They will be flown with their families to Washington, D. C. where they will be honored at FAA award ceremonies. Each winner will receive a plaque and \$500 in cash.

In addition to the two national awards, there will be 18 regional and 50 state awards.

The awards program is a government-industry effort to honor aviation mechanics for the important role they play in air safety. This year's industry sponsors are the Air Transport Association of America, American Aviation Publications, and the National Aviation Trades Association.

Entries will be judged in three categories: **1.** Improvements to airframes, engines or components which lead to increased reliability. **2.** Maintenance or inspection procedures which improve air safety. **3.** (a new category this year) The aviation mechanic who consistently demonstrates "a high level of professionalism and excellence in the performance of his duties."

Entry forms may be submitted by the mechanic, his supervisor, or other knowledgeable personnel. Forms available at FAA field facilities. — **GADO, Airport, Helena, Montana 59601 or GADO, Logan Field, Billings, Montana 59101.**

THE MEN'S AIR GAMES HAVE BEEN POSTPONED. THE GAMES WILL BE HELD IN THE SPRING.

CONGRATULATIONS



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENTS

Campbell, Thomas W.—Walla Walla, Washington
Rowland, Binney H.—Billings
Allie, Douglas B.—Glasgow
Nunes, Ronald L.—Billings
Wenzel, William J.—Great Falls
Slack, Lester W.—Malmstrom AFB
Caputo, Roger W.—Great Falls
Graves, Ralph C.—Great Falls
Preston, Leslie J.—Great Falls
McCracken, Lynn A.—Turner
Myers, George R.—Laurel
Beaudette, Daniel C.—Big Sandy
Schauf, Steven L.—East Glacier
Barnwell, Elbert H.—Kalispell

PRIVATE

Bierwiler, David G.—Billings
Pulasky, John C.—Huntley
Skovgaard, Dennis R.—Billings
Nicholas, Wesley B.—Laurel
Kreig, James T.—Billings
Miller, Thomas L.—Williston, N. D.
Rees, Roxy W.—Sidney
Petersen, Charles J.—Sidney
Glover, Dean W.—Plentywood
Alsberg, Genalgo C.—Plentywood
Peterka, Frederick E.—Brookings, S. D.

Dernbach, Jerome E.—Lewistown.
Stanton, William L.—Brusett
Pope, Lawrence L.—Lewistown
Hassler, Kenneth L.—Hilger
Reeves, James W.—Lewistown
Rounce, Jeffrey A.—Sidney
Snyder, John D.—Billings
Denson, Alexander—Broadus
Steinheider, Robb—Glasgow
Armstrong, William G.—Columbia Falls

Danker, George A.—Hamilton
Stephens, David L.—Dutton
Hubbard, Charles E.—Shelby
Merritt, Fred A.—Kalispell
Davies, James M.—Missoula
Cook, Elmer F., Jr.—Baudette, Minn.
Compton, Howard L.—Kalispell
Mitchell, Robert R.—Spokane, Wash.
Warwood, William L.—Bozeman
Nathe, David M.—Missoula
Fleming, Richard G.—Havre

Harris, Richard G.—Bozeman
Zartman, Charles—Havre
Walter, James S.—Kalispell
Smith, Donald S.—Great Falls
Torgerson, Leif H.—Ethridge
Goff, Daniel C.—Kalispell
Kyle, Kenneth E.—Hamilton
Summers, Larry E.—Benton, Ill.
McMillin, Patricia J.—Great Falls
Doty, Russell L., Jr.—Great Falls
Dolven, Clemens I.—Shelby
Forsman, David A.—Great Falls
Proudfit, Kenneth H.—Missoula

COMMERCIAL

Endsley, Harry B. III—Bigfork
Stanley, Edward S.—Great Falls
Holman, Robert C.—Great Falls
McCrary, Kenneth W.—Great Falls
Adkins, Ray N.—Missoula
Smith, Grant C.—Great Falls
Rasmussen, Arlee A.—Kalispell
Standford, Edward J.—Culbertson
Gregson, Roger D.—Billings

INSTRUMENT

Bollinger, Clive L.—Billings
Steffeck, James A.—Helena
Hanisch, Gary R.—Crosby, N. D.
Keller, George E.—Billings
Coombs, Donald G.—Great Falls

MULTI ENGINE

Standford, Edward J.—Culbertson
Martin, Gary—Malta

FLIGHT INSTRUCTOR

Gustafson, Willard A.—Rudyard
Dedrickson, David J.—Missoula
Case, Clinton H.—Missoula

FLIGHT INSTRUCTOR INSTRUMENT

Fowell, Michael R.—Belgrade

ADVANCED GROUND INSTRUCTOR

Turner, Wayne C.—Great Falls
Herrod, Byron T.—Billings

INSTRUMENT

GROUND INSTRUCTOR

Turner, Wayne C.—Great Falls
Herrod, Bron T.—Billings

ROTOCRAFT

Taylor, Dean R.—Billings
Gibson, James R.—Livingston

SEA PLANE

Stowe, John M.—Great Falls
Barrett, John L.—Cascade

POWER PLANT

Karch, John Jr.—Baker

SPECIAL TYPE RATINGS

Larkin, James C.—Boise, Idaho
(Ford 5-Tri)

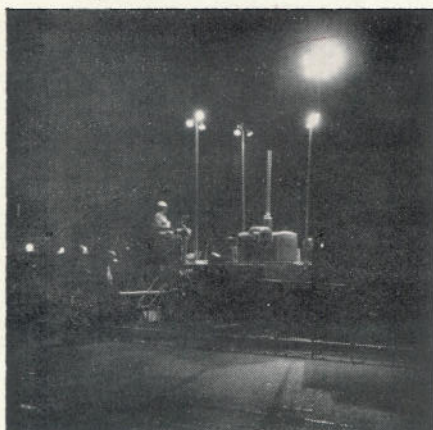
Sturgill, Stanley L.—Opportunity,
Wash. (Grumman TBM)

SPECIAL PURPOSE

Pinder, Richard K.—Calgary, Alberta
Svendsen, Jon A.—Billings (Norway)

LOGAN FIELD'S "NIGHT TIME" RUNWAY PROJECT

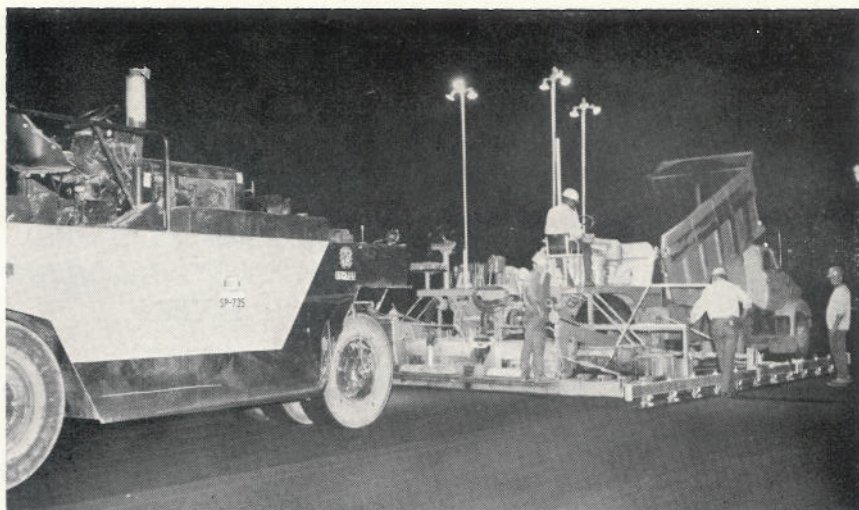
by Robert S. Michael, Manager
Logan Field, Billings



They worked through the night under the lights.

On April 18, 1966, a routine runway inspection by an Airport Department maintenance employee revealed a small area of serious longitudinal and transverse cracking in the asphaltic concrete surface of Runway 9/27, Billings' main and only instrument runway. Thus began a story whose end was not to be recorded until September 5, 1967, some sixteen and one-half months later. The difficulties encountered, the solutions considered and the manner in which the problem was ultimately resolved make for an interesting tale and may well be beneficial to communities who are anticipating the arrival of, or who have just received jet service. While many of the particulars of this situation are unique and may not be found elsewhere, many of the circumstances surrounding the situation are common and the methods used by the City of Billings to solve the problem may be applicable elsewhere . . .

On the basis of several known and accepted techniques for designing an overlay, Morrison-Maierle, Consulting Engineers of Helena, recommended to the Airport Commission that an overlay of 8 inches of new asphaltic concrete would satisfactorily handle anticipated aircraft loads for the succeeding period of ten to fifteen years. They also recommended that the technique of "stage construction" be utilized



Blaw-Knox rubber-tired paver with a 19-foot screed followed by the 35-ton "air on the go" rubber-tired roller.

whereby it would be recognized that the entire project consisted of 8 inches but that the initial contract would call for the placement of only one-half that amount . . .

During the preparation of the plans and specifications, the Airport Commission found itself facing another difficult problem. Runway 9/27 was and is the only runway capable of accepting turbo-jet aircraft of the size flown by the scheduled airlines. Obviously, the contractor could not be working on the runway at the same time it was being used. Much discussion took place over the pros and cons of shutting down the runway completely and forcing a discontinuance of all jet service, as well as the possibility of having the contractor work only from the hours of 11 p.m. to 7 a.m. The Commission acknowledged that the sooner the job was done the better and this led to the revelation that it would be possible to schedule the work from the hours of 3 p.m. to 6 a.m. daily causing cancellation of only one evening jet flight. The remaining four (Jet Flights) all operated through Billings during the other nine-hour daily period. No interference to the balance of Billings' twenty-seven daily arrivals was experienced in that the turbo-prop aircraft representing those flights could and did use the two alternate and shorter runways . . .

Following the publication of the Call for Bids, conducting several tours of the airport for contractors and a pre-bid conference, bids were opened on July 24, 1967, and the firm of Peter Keiwi Sons' Company

was the lowest of three bidders with an estimated cost of \$449,880.00. The important cost, of course, was the \$6.57 price per ton of asphalt in place, with an estimated 50,000 tons of asphalt required. A pre-award conference was held shortly thereafter and the contractor presented a proposed daily work schedule indicating that he could accomplish the work in sixteen calendar days with one large (300-Ton) plant to be established on the airport . . .

The contractor's proposal was accepted, work was scheduled to start September 14, 1967 and notifications of this date were promptly issued to all concerned (airlines, FAA and USAF, etc.) . . .

All in all, those closely concerned with this rehabilitation project feel that Billings has received an excellent job. The coordination and personal relationship affected between the contractor, the engineers, the testing group and the sponsor were of the highest order, a remarkable feat in itself when one considers that many of the people (most especially the principals) were working sixteen to eighteen hours a day, day after day, for eighteen consecutive days without a break. There were minor problems from time to time, and if any reader is interested in the details of the daily construction, the project log kept by Airport Management makes for interesting reading. From the management side there were object lessons learned that should be strongly emphasized: (1) night lighting, no matter how much is not as good as natural daylight,

especially when working with black asphalt; (2) breakdowns will occur, sooner or later; and scheduling must never be so tight as to rule out time lost due to breakdowns; (3) the contractor tends to overestimate his daily output, which can lead to an impairment of the resumption of normal daily activities; (4) daily coordination between the principals is an absolute must . . .

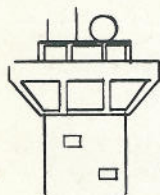
FAA SETS DEADLINE FOR FAAP REQUESTS

The Federal Aviation Administration has set December 8, 1967, as the deadline for public agencies owning and operating airports to submit requests for Federal assistance under the Fiscal Year 1969 Federal Aid Airport Program (FAAP).

Public agencies applying for Federal aid for airport development are urged to submit their requests promptly to the appropriate FAA Office where information and assistance regarding the Program may also be obtained. FAAP grants are made on a cost-sharing basis with the Federal Government providing generally 50 per cent of the cost of approved projects.

Eligible projects include land acquisition, construction and improvement of runways, taxiways, aprons and lighting. Terminal buildings and hangars are not eligible projects under the Federal Airport Act. Priority will be given to those projects most urgently needed in the development of an adequate national system of airport.

Send your requests to: Victor J. Kiesling, Chief Airport District Office, FAA Building, Room 2, Helena Airport, Helena, Montana 59601.



TOWER OPERATIONS

OCTOBER, 1967

	Total Operations	Instrument Operations
Billings	11,447	1,552
Great Falls	8,991	1,509
Missoula	6,405	574
Helena	4,336	332

Autos continue to be driven at just speeds — lawful and awful.

FAA INSPECTORS' CORNER



By LAUREN D. BASHAM
GA Operations Inspector
GADO No. 9

Flying is a full time job. Some of the basic requirements so necessary for safety in flight are emotional stability, adequate skill, good judgment and directed attention. It seems that one of the places where attention is directed the least these days is **Outside** of the cockpit. We tend to forget that the visual Flight Rule Concept is totally dependent upon our ability to "see and be seen" in today's complex aviation atmosphere. The recent rash of mid-air collisions point out the absolute necessity for all who utilize the airspace today to exercise the utmost vigilance while flying in order to avoid a mid-air collision.

"Better a stiff neck than a broken one" is the much quoted slogan that becomes more true each time it is quoted. Everyone who flies should be fully aware of the hazard and guided by pertinent regulations and the minimum of experience as to the course of action one should take in the event a collision situation develops. There are certain considerations that could be of tremendous help in making our flying safer and with less chance of that dreaded mid-air collision.

It is important to establish, quickly, upon sighting another aircraft — whether or not that aircraft is a potential intruder into the sanctity of our own airspace. Once we have determined that a sighted aircraft's flight path does not converge with our own, we can devote our attention to other traffic with only an occasional check on the first aircraft for any change in his flight path. To aid in determining whether or not the flight path of a sighted aircraft endangers our own, we submit the following:

1. Regardless of the operational altitude, if the sighted aircraft appears to be directly in line with the horizon, the altitude of both your aircraft and the sighted aircraft are identical. An aircraft above the hori-

zon line is higher and one below the horizon line is lower.

2. Any sighted aircraft whose position remains fixed in relation to your own is on a collision course except one whose flight path parallels that of your own or one directly in front of your own in which case the overtaking aircraft passes well clear and to the right.

3. The flight path of every aircraft sighted should be evaluated as to potential hazard to that of your own with these considerations: If the sighted aircraft moves ahead of or drops behind your point of reference, climbs above or descends below the horizon line, that aircraft poses no threat.

Consider, if you will, the following example: You take off from your home airport and after clearing the traffic pattern, you climb on a northeast heading till reaching your desired altitude of 7,500 MSL. At altitude and on course, you scan the horizon and notice an aircraft to your left some distance away and in a fixed relation to your windshield corner post apparently on an easterly heading. When first sighted, the aircraft is slightly below the horizon line but after a few minutes you determine that he is now directly on the horizon line and in the same fixed position relative to the windshield corner post. This aircraft is now on a direct collision course with your own. You check for other traffic and quickly return your attention to the first aircraft and note that he is now gradually pulling ahead of the fixed point of reference on your aircraft. You determine that the sighted aircraft will pass in front of you and it is evident now that he is slightly faster than your own aircraft and steadily climbing so that he will be above you also, and pose no threat.

By using this simple technique, we have seen how we may determine the potential threat posed by other traffic on a converging course. Remember, that an early determination of possible flight path convergence between our own aircraft and that of another will allow the most comfortable margin of safety and will enable us to avoid violent maneuvering in order to prevent being involved in a mid-air collision.

PILOT BULLETIN

Expanded Terminal Radar Service for arriving and departing flights was implemented in the Great Falls terminal area on Oct. 12, 1967.

The Objective of Expanded Radar Service is to improve the efficiency and safety of operations, and to provide greater ATC service to VFR traffic. Pilot participation is urged, but is not mandatory.

Area within which service is provided: 30 Nautical miles from the airports.

Arrival Frequencies: Aircraft should use 118.1 MHZ or 259.1 MHZ. Aircraft not equipped for two-way communications on those frequencies should transmit 122.7 MHZ and listen to the appropriate listed frequency.

Departure Frequencies: Aircraft should use 121.1 MHZ or 290.3

MHZ. The Tower will advise pilots of departing VFR flights who have requested the service when to contact departure control and the frequency to be used.

The purpose of this service is to adjust the flow of arriving VFR and IFR aircraft into the traffic pattern in a safe and orderly manner. To participate, pilots of VFR aircraft should contact Great Falls Approach Control when reaching the perimeter of the Service Area. Approach Control will then provide the pilot with wind direction and speed, runway in use, traffic information, and routings as necessary for proper sequencing with other traffic en-route to the airport.

After radar contact is established, the pilot is directed to fly specific headings either to join an appropriate leg of the traffic pattern or to

position the flight behind the preceding aircraft in the landing sequence. When the pilot reports having that aircraft in sight, he will be directed to follow it. Upon being told to contact the Tower, radar service will end. A landing sequence number will thereafter be assigned by the Tower.

Pilots of departing VFR aircraft should request Radar Service on initial contact with Ground Control, and advise proposed direction of flight. Following take-off, the Tower will advise when to contact Departure Control, and the frequency to be used.

FURTHER INFORMATION may be obtained from the Airman's Information Manual Part I, or Part III, under expanded Radar Service, or contact: Great Falls Approach Control, Bldg. 360, MAFB, phone 453-9262.

MEMBER

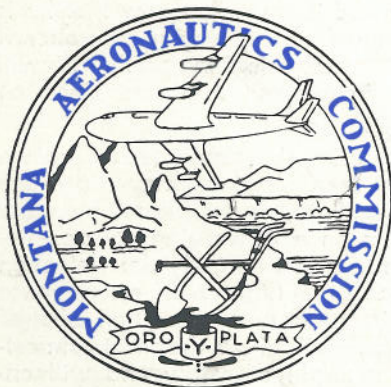
NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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Helena, Montana 59601

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NOVEMBER, 1967

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